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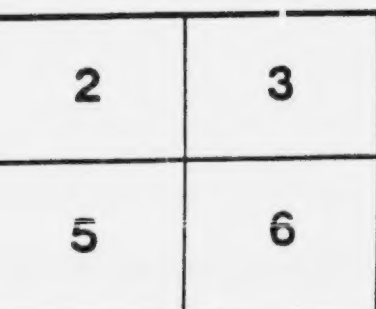
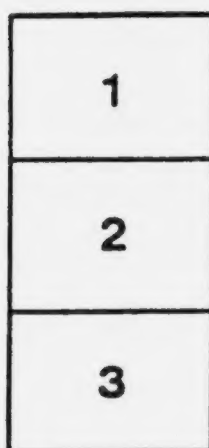
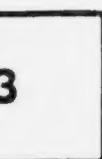
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ITINERARY OF EXCURSION.

The Canadian Pacific Railway Company's steamship "Princess Victoria," with the members of the Chambers of Commerce and invited guests on board, will leave the C. P. N. Company's Wharf, Inner Harbour, Victoria, at 5:30 on the morning of the 10th instant, and will arrive at Crofton at 8:30. Here, through the courtesy of the management of the Northwestern Smelting and Refining Company, the visitors will be shown through the smelter and will be enabled to observe the various processes of reduction. Mr. H. C. Bellinger has kindly arranged to have the converter, which is ordinarily operated during the night only, at work.

The steamer will leave Crofton at 9:30 and arrive at Chemainus at 10 o'clock, where, at the invitation of Mr. E. J. Palmer, Manager of the Victoria Lumbering and Manufacturing Company, an opportunity will be afforded the visitors to inspect their extensive mill plant in full operation.

The steamer will leave Chemainus at 11:30 and arrive at Nanaimo 1:30 p. m., where the visitors will be met by a reception committee of the citizens of Nanaimo, and shown the coal mining properties of the Western Fuel Company (formerly New Vancouver Coal Company), and other points of interest in and about the city.

At 4:30 o'clock the "Princess Victoria" will leave Nanaimo for the City of Vancouver, which will be reached about 6:30.

The steamer will return immediately for Victoria, arriving there about 11 o'clock p. m.

Breakfast and lunch will be served on board.

The above arrangements, barring accident, will be strictly adhered to. This is necessary in order to complete the itinerary within the specified time.

NOTES EN ROUTE.

:0:—

On her route to Nanaimo the Princess Victoria proceeds by way of Haro Strait, passing Sidney Inlet, at the head of Saanich Peninsula, at about 6:30 A. M. Sidney, sixteen miles from Victoria, is the terminus of the Victoria Terminal Railway, which connects with the Mainland by a ferry, carrying freight and passengers. The little town of Sidney commands a fine view of the numerous islands which deck the Straits, and the Olympian mountains in the distance. Saanich Peninsula contains some of the best agricultural land in the Province, and a number of prosperous farmers are located between Sidney and Victoria City.

Rounding the Peninsula, the steamer sails through Satellite and Stuart Channels and Sanson Narrows, which separate Vancouver Island from Salt Spring Island. Passing the Narrows to the right of Vesuvius Bay, a turn to the right brings her into Osborne Bay, the site of Crofton, where the copper-smelting plant of the Northwestern Smelting and Refining Company is located. This forms a very delightful sail among numerous islands, with a continuous panorama of picturesque effects.

Crofton is a new town, to which the smelting industry carried on at this point has given growth. The smelter has a capacity of 700 tons a day, and is most modern in design. It is supplied by the copper-gold ores of the Lenora Mine, Mount Sicker, and other Vancouver Island and Coast mines. By means of a converting plant, the matte is made into blister copper, two car-loads of which is produced every week. The general average of the ores handled at Crofton is from \$12 to \$30 per ton in gold, silver and copper; but some yields are as high as \$50 in all values.

Leaving Crofton, the Princess continues up Stuart Channel to Horseshoe Bay and lands her passengers at Chemainus, where the Victoria Lumbering and Manufacturing Company's mills are situated. These mills have a capacity of 320,000 feet a

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day, and are one of the two largest on the Pacific Coast. The Company controls extensive timber reserves stretching from Chemainus to the West Coast of Vancouver Island, and operates two lines of railways to bring the logs to the mill. One of these runs from Chemainus about 13 miles back into dense forest, and the other from Ladysmith. The former of these is being extended as the requirements of the industry demand, and in time will reach Alberni, when, in all probability, it will be available as a general traffic railway. The timber limits in the vicinity of Chemainus are among the finest on the Island. The immense size of the standing trees and the density of the forest may be gathered from the fact that as much as 300,000 feet have been cut from one acre. The average, however, is 50,000 feet per acre. The principal merchantable trees are Douglas fir, and red cedar, or cypress. Both grow to immense proportions. In some instances the Douglas fir will girth 55 feet at the base and stand 200 feet and over, clear of branches. It is not unusual to saw sticks of timber 64 feet long squared to 3 feet throughout, and occasional timbers of the same length are squared to four feet. Last year the Chemainus Mill exported 37,000,000 feet, which was loaded directly on vessels for Australia, South Africa, China, Japan and South America. Lumber is also shipped from here to Manitoba and the North-West. If time permitted, a visit to the Company's logging camps, where the trees are sawn down and the logs are hauled to the railway by huge logging engines and cables, would be of special interest.

Six miles beyond Chemainus is the new Town of Ladysmith, at the head of Oyster Harbour, the shipping port of the Wellington Colliery Company, whose mines, six miles distant at Extension, are producing 1,200 tons per day. The Esquimalt and Nanaimo Railway runs from Victoria to Wellington, 78 miles, the principal points of importance on which are Goldstream, Shawnigan Lake, Duncan, Chemainus, Ladysmith and Nanaimo.

Ladysmith is the point, too, at which the E. & N. Ferry from Vancouver connects with that line, and where cars of

freight are transferred from the main line of C. P. R. to Victoria and Nanaimo. It is also the site of the Tyee Copper Company's smelter, which, of the very latest design, has a capacity of 200 tons of ore a day, and is running full time treating the Tyee's ore conveyed from Mount Sicker by aerial tramway (four miles) and the E. & N. Railway to the smelter. The ore is of the same general character as that treated at the Crofton smelter. The Tyee Mine and the Lenora adjoin, and are continuations of the same lead. Ladysmith is three years old and is becoming an important industrial centre. The coal mines tributary to it in 1901 produced about 475,000 tons. The principal farming section of the E. & N. Railway lies between Shawnigan Lake and Chemainus. Time will not permit visiting Ladysmith.

Leaving Chemainus, the steamer coasts around Thetis Island by way of Portier Pass and up the Gulf of Georgia to Nanaimo. Should the day be clear, a splendid view will be had of Texada Island, where mining operations are also carried on and where a smelter is in operation, and the Coast Range of Mountains on the Mainland to the north. The principal islands passed, or seen, on the way from Victoria to Nanaimo, are San Juan, Sidney, James, Moresby, Pender, Salt Spring, Kuper, Thetis, Galiano, Valdez, Mudge, Gabriola and Newcastle.

Nanaimo, locally known as the "Black Diamond City," is one of the oldest settled parts of the Province, coal mining having been carried on there continuously since 1851, at first by the Hudson's Bay Company, which had a fort there. The old bastion, which is the most conspicuous object of the landscape, is still standing. The City is beautifully situated, with ample harbour and a picturesque outlook. The population was 6,130 at the last census. It is 73 miles from Victoria by rail, with which it has a daily service by train. Regular communication is maintained with Vancouver and other Coast points by steamship. The coal mines are operated by the Western Fuel Company, with an output of 1,000 tons a day. The coal mined in 1901 was 585,000 tons. In the immediate vicinity

of Nanaimo is a settlement, known as the "Five-Acre Lots," an interesting experiment in small holdings inaugurated by the New Vancouver Coal Company, of which the present Western Fuel Company is the successor. Fruit-growing and small mixed farming are most successful.

Four miles farther on is Departure Bay, where the Wellington Colliery Company formerly operated on a large scale. The harbour is one of the finest and most commodious on the Coast.

At Cumberland, in the Union District, 100 miles farther to the north, the Union Colliery Company operates. This is an important agricultural as well as mining district. In connection with the collieries, which produce about 260,000 tons per annum, are coking works, the output of which finds a market at the smelters at Crofton, Ladysmith, Texada and Tacoma. The output of coal for Vancouver Island in 1902 was 1,247,665 tons, and of coke 16,000 tons, and to date from the outset 16,500,000 tons of coal.

The principal market for the coal mined on Vancouver Island is San Francisco. With the exception of the mines at Nanaimo, the collieries are controlled and owned by Mr. Jas. Dunsmuir, whose father, the Hon. Robt. Dunsmuir, opened and developed them. He also built and controlled the E. & N. Railway, as an inducement to construct which he received a large tract of land (with coal rights) about 2,000,000 acres in extent, from the Province, also a cash subsidy of \$750,000 from the Dominion.

The coast line of both the Mainland and Island of Vancouver is rich in minerals, timber, fish and building material. It has in contiguity a great abundance of iron, lime, coal and forest, elements which, in connection with geographical position and unexcelled shipping facilities, will conduce to a great industrial future.

From Nanaimo to Vancouver, to which place the steamer goes direct, is 35 miles, and is made in two hours by the "Princess."

LIST OF VISITING GUESTS.

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Jerald F. Adams, Canterbury.
 T. V. S. Angier and Mrs. Angier, London.
 Herbert B. Ames, Montreal.
 Herbert Baron, Kendal.
 J. C. Bateley and Mrs. J. C. Bateley, Heckmondwike.
 F. W. Bentley, Huddersfield.
 Wm. Best, Bradford.
 J. W. Blackburn, Bateley.
 John S. Booth, Wakefield.
 T. Cannon Brookes, Walsall.
 Herbert E. Brookes, London.
 E. W. Brown, London.
 Geo. Cawley and Miss Cawley, London.
 N. L. Cohen and C. W. Cohen, London.
 Wm. Callard, Torquay.
 Geo. A. Corderoy, London.
 Amos Crabtree, Mrs. Crabtree and Miss Crabtree, Bradford.
 A. D. E. Craig, Jr., London.
 C. T. Craig, London.
 Thos. Crooke, Burnley.
 Harvey Daw, Plymouth.
 Hon. A. Desjardins, Montreal.
 Jos. Dixon, Sheffield.
 Miss Dixon, Sheffield.
 Jos. S. Dronsfeld, Oldham.
 Henry Durler and Mrs. Henry Durler, Luton.
 Thos. Easton, Canterbury.
 John Falconer, Dover.
 Edward Gardiner, Galashiels.
 E. J. Gillespie, London.
 Geo. Goodwille, Trinidad.
 T. Geddes Grant, Trinidad.
 J. L. Greenway, Wolverhampton.
 Jos. Hacking, Blackburn.
 Geo. Hadrill, Montreal.
 Jos. Hargreaves, Blackburn.
 Robt. E. Hart, Blackburn.
 Capt. J. Harwood, Blackburn.
 L. P. Hedley, Ashford.
 Thomas Henderson and Mrs. Henderson, Hawick.
 Geo. H. Hobson, Jr., and G. R. Hobson, Basutoland.
 A. J. Hodgson, Montreal.
 J. U. Hodgson and Mrs. J. U. Hodgson, Liverpool.
 Whiteley Horsfall and Mrs. W. Horsfall, Halifax.
 A. Jagger, Walsall.
 H. W. Jagger, Walsall.
 A. M. James, Newport.
 J. S. Jeans and Mrs. Jeans, London.
 Miss Jeans, London.
 Edgar Jobson, Derby.
 Price Jones, Liverpool.
 C. P. Lancaster, Liverpool.

Chas. Lancaster, Liverpool.
 Frank Langston, Rockhampton.
 Gen. J. W. Laurie, Mrs. Laurie, Miss Laurie, Miss Annie Laurie and
 Miss Mary Laurie, London.
 Ward Layle, London.
 Alex. McFee, Montreal.
 K. N. McFee, London.
 Geo. F. McKay, Kendal.
 Hon. A. McRoberts and Mrs. McRoberts, Cawnpore.
 H. W. Macalister, Oldham.
 D. Marsland, Oldham.
 Geo. Pallister Martin and Mrs. G. P. Martin, Bristol.
 D. Masson, Montreal.
 Paul Meyer, Nottingham.
 Jas. Moore and Mrs. Moore.
 M. L. Moss and Mrs. Moss, Freemantle.
 Kenrie, B. Murray, London.
 Charles Notman, Montreal, Photographer.
 E. J. C. Markgraff, Stenographer.
 Geo. Ordish, Luton.
 A. E. Pagot, Newport.
 Jonathan Peate and Mrs. J. Peate, Leeds.
 J. L. Pollock, Paris.
 James Ramsden, Birstall.
 Jos. Ramsden, Birstall.
 T. B. Renshaw, Rockhampton.
 C. H. Rhodes, Wakefield.
 H. Ricketts, Rockhampton.
 S. W. Royse, Manchester.
 A. J. Sanderson, Galashields.
 Ernest E. Slater, Yeadon.
 E. F. Slack, Press Representative.
 Harry Spivey and Mrs. H. Spivey, Heckmondwike.
 A. P. Steeds, Swansea.
 F. T. Thomas, Swansea.
 Wm. Thomas, Wolverhampton.
 E. W. Wakefield, Kendall.
 M. de P. Webb, Karachi.
 Geo. Wigley, Nottingham.
 Walter B. Wilson, Barnsley.
 J. H. Wimble, Jersey.
 Henry F. Wright, Barrow-in-Furness.
 J. O. Wright, Barbadoes.
 Jos. Yardley, Walsall.
 G. H. Young, Barrow-in-Furness.
 Charles Yates, Leeds.
 R. S. Fraser, London.
 A. Latimer, Plymouth.
 Jas. McConnell, Belfast.
 Edgar Tripp, Trinidad.
 Mrs. Bolsover, Rockhampton.
 J. D. Pollock, Jr.
 John Kyte, Collett.

